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The invention proposes a method and an apparatus for determining the adhesion and/or adhesion limit of a tire of a vehicle, in which the data from driving-dynamics sensors are evaluated by means of a driving-dynamics simulation model and in which the evaluation of the data from roadway sensors takes into account tire characteristics which are adapted in the course of operation to the current tire behaviour. To delimit the state of the roadway, the information from the roadway sensors is preferably evaluated by means of a bound method.